

SEALMAC 

®

Road Maintenance Systems



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The key to cost effective surface maintenance

Without adequate maintenance paved roads deteriorate. The escalating cost of paved road rehabilitation highlights the need for cost effective solutions to this problem.

In general, rehabilitation of paved roads can be divided into:

- those requiring minor strengthening or surface improvements
- those requiring substantial strengthening

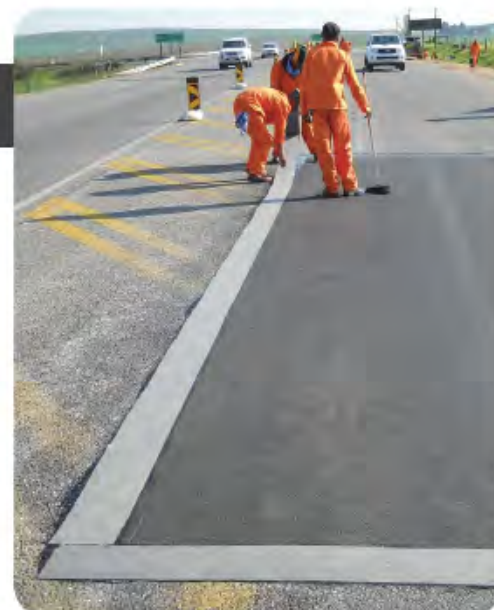
These categories may overlap with a single procedure able to both strengthen and seal the pavement. This can be achieved by incorporating **Sealmac**[®] into the rehabilitation design.

Where funds are limited and a rehabilitation measure is required the inclusion of **Sealmac**[®] will enhance the performance of such a holding action.

Benefits

Sealmac[®] saturated with suitable *bitumen effectively seals the existing pavement and reinforces the surface treatment by enhancing the performance of the seal. **Sealmac**[®] provides one or more of the following benefits:

- Lower construction costs
- Lower maintenance costs
- Prolongs fatigue life
- Reduced overlay thickness



Sealmac[®] Functions

- Prevents surface water ingress
- Bridges shrinkage cracks
- Retards reflective cracking
- Reduces crack width
- Reduces surface stripping
- Stabilises pavement moisture content
- Tolerates greater deflections
- Prevents edge breaks



Cracksealing and Patching

The system consists of a strip or patch of **Sealmac**[®] saturated with suitable *bitumen covered with a dimensioned grit wearing course.

The typical laying procedure is:

1. Sweep cracks or area to be patched
2. Apply suitable *bitumen tack coat
3. Lay **Sealmac**[®] strip/patch by hand
4. Saturate **Sealmac**[®] with suitable *bitumen
5. Spread grit onto **Sealmac**[®]
6. Open to slow traffic for compaction



Full Width Resealing

In many instances the frequency of cracks and/or potholes is so high that full width rehabilitation is necessary. **Sealmac**[®] is ideally suited for use with conventional bituminous surface treatments.

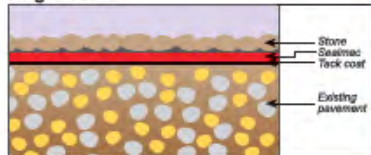
The typical laying procedure is:

1. Repair potholes and sweep road
2. Spray suitable *bitumen tack coat
3. Lay down **Sealmac**[®] by hand or machine
4. Roll with pneumatic tyred roller
5. Construct conventional surfacings allowing for saturation of **Sealmac**[®]

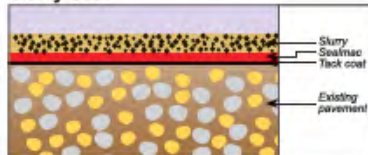


Sealmac® Reinforced Surface Seals

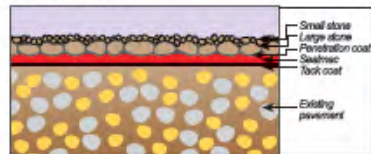
Single Seal



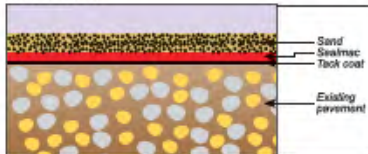
Slurry Seal



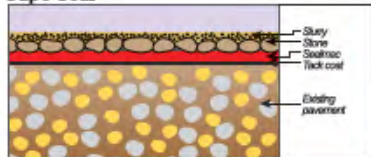
Double Seal



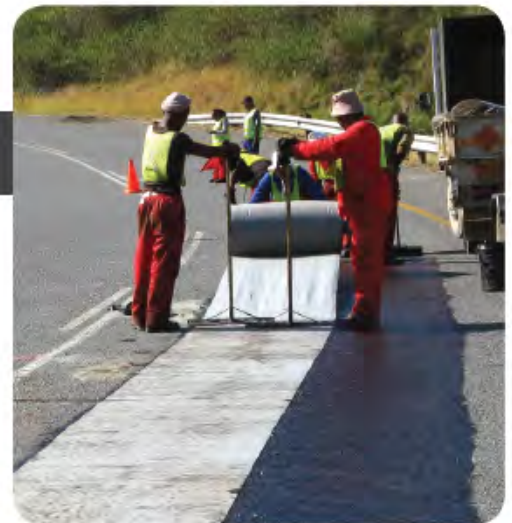
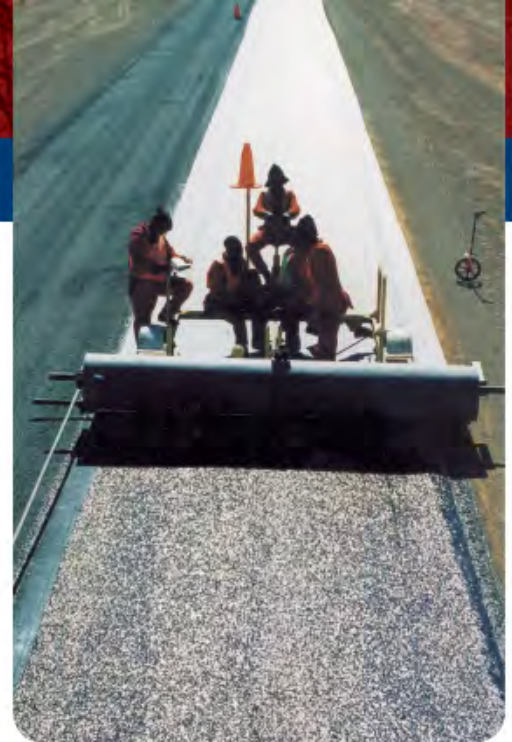
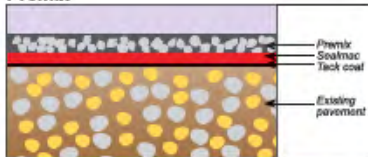
Sand Seal



Cape Seal



Premix



Sealmac® Product Data

DIMENSIONS OF STANDARD ROLLS

Roll width (m)	Roll length (m)	Roll area (m ²)	Roll mass (kg)
3.5	150	525	84
3.0	150	450	72
2.5	150	375	57
2.0	150	300	48
1.5	150	225	36
1.0	150	150	23
0.5	150	75	12
0.2	50	10	1.6

* The best bitumen binder performance with **Sealmac®** has been achieved with 65% SBR latex modified (3% net) cationic emulsions. Penetration grade and hot modified bitumen binders have also been used with success.

Other types of bitumen binders should only be used with caution and under advisement from Kaytech.

For more detailed information and a copy of our **Sealmac®** Installation Guidelines, contact our nearest branch office or visit our website.



DISCLAIMER: The application, handling and conditions of use of our products are critical and beyond our control. Information given by us in our documentation or orally, or by any employee or agent and any advice, recommendation or assistance, is given in good faith but without creating any obligation or warranty.

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